

J. W. OSBORNE,
Proprietor.

April and, 1898. [1898]

local law to the effect that, "It is usual when intestate divisions are made for one or more of those States with whom it is in duty to prefer their mediation to compose the differences that may have unapparently arisen, and the acceptance of such an offer by both parties gives to the State offering its services the right to interfere." It is this principle to be applied to the rebellion in South China, surely Great Britain has at least as much ground for alarm and interference as our Gallic friends in Tonkin.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, July 12th.
I have hunted up information about the purchase of arms by the Canton authorities and find that an American has sold to the local military officials 6,500 stand of Mauser rifles and 60,000 rounds of Mauser ammunition. The American is now negotiating with the Chinese for the sale of some half a dozen Maxim guns, which he guarantees will discharge 600 rounds per minute. The Maxims are being brought up from Hongkong and will be tried to-morrow.

THE "DOSING" TRAGEDY.

This morning Mr. G. K. H. Burton, solicitor, of Hongkong, arrived here with Mr. Wel P. H. Burton, of Hongkong. It is understood that Mr. Burton is engaged to watch the proceedings at the forthcoming trial on behalf of the relatives of the deceased commander of the *Doring*. It would not be fair to the prisoner to give publicity to the various stories relating to the cause of the shooting on the *Doring*. All I care to say at present is that the defendant is stated to have declared that his crew mutinied, that he had Chinese troops on board and that he intends to take proceedings against the crew for mutiny. When the trial commences the facts of the case will of course come out in evidence and I shall then be able to report the matter fully. If the American Consul is willing to allow reporters to attend the Court.

ROBBERY BEHEADED.

Recently some burglars entered the medical school established in Honam by Dr. B. C. Henry, an American medical missionary, and stole a lot of valuables. The American Consul promptly took up the case for Dr. Henry and soon had the robbers in prison. It is now reported that these men, who were notorious characters, have been beheaded.

A CAPTAIN STABBED TO DEATH.

A ghastly tragedy was enacted on board H. S. M. steamer, *Chamoun*, on 28th ult. when the popular lieutenant-commander of the vessel, Mr. Selmer, was fatally stabbed to death by one of the crew. It is alleged that the victim of the outrage had simply ordered his assailant to bury on with some work on board when the latter drew out a knife and stabbed the commander in the abdomen. The offender was secured and locked in a room on board of the *Nahakakari*. The wounded man was also transferred to the *Mokachoko*, which was proceeding to the Malay coast with His Majesty the King and suite on board, but owing to there being no doctor on board—Dr. Ryeiter having been prevented from travelling with his Majesty owing to illness—Captain Selmer was sent on to Bangkok by steamer but deprived of medical care and attendance. It is alleged, he grew worse during the passage to Bangkok and died some hours before reaching this port. A military funeral was accorded the deceased on Thursday evening and on completion of an impressive service conducted by Canon Greengrass at the Protestant Cemetery three volleys were fired over the grave by a detachment from H.M.'s Navy as a mark of respect and esteem towards one who unluckily ended, under the distressing circumstances reported, his life by the hands of a fellow sailor. Commander Selmer was a Norwegian and had long been an officer of the Norwegian Army. He was only twenty-eight years of age. —*Star Free Press*.

A KOREAN PRISON.

THE SMOUL JAIL.

The Seoul *Independent* publishes the following article on the local prison—*Roses*. Why the very word suggests a weary, fragrance and summer. The Seoul jail. The mention of the place suggests to even the Korean mind, racks, thumb-screws, burning lions, dark cells, deep subterranean chambers adrift with neither light nor air, filth, groans, disease and death. Indeed we expected to see nothing else than these when we, some time ago, paid a visit to the place out of mere curiosity. The jail is next to the barracks, being separated from the house formerly occupied by Dr. Jalsohn by a street. The commodious building now used as the prison was years ago a Government granary. The ground, not less than three acres in area, has on all sides strong wooden chambers or cells as store rooms but now serving the purpose of cells. The superintendent of the jail and his clerks occupy the edifice in the middle commanding the entire situation. Numbers of policemen are on duty in an open room adjoining the big gate. Like all other official institutions in Korea the place seemed to suffer no inconvenience from lack of servants and runners. Through the kindness of the superintendent we had ample opportunity to examine every cell and were most agreeably surprised to find the rooms spacious, passably clean, and well ventilated. Separate rooms with kang floors are at the service of the sick to whom we are glad to report, medical attentions have been given gratis by a foreign doctor in Seoul. A big bath room on the place attracted our attention, and almost made us wish that a large number of the good people of Seoul were imprisoned a few hours once a week just to enjoy the rejuvenating influence of a bath. The occupants of the cells seemed to be contented rather resigned. Their countenances betrayed no signs of excruciating tortures or of gnawing starvation. Besides being fed regularly twice a day, they are allowed to make sandals for sale, the proceeds of which they use to buy such extra articles of food as they want. Some read while others passed their time in weaving narrow cotton bands which Koreans use as belts. Women are confined in separate cells. Whoever needed, the streets dressed in blue, and called out to work on the streets or elsewhere under the guard of policemen.

The state of affairs in the jail relieved us very much, and so far as Seoul is concerned, the dark picture which Mr. Compston in our issue of the 10th May drew of the prison life in the city, however true in bygone days, has no foundation in fact to-day. What we saw in the jail and what we have heard from a foreigner who, in the capacity of the adviser to the Police Department, spent the last few days in the city, are so different from the picture which we saw that our compassionate friends need not fear that a man "for that, perhaps, has been imprisoned with many others in a dark dirty hole, unheated even in the coldest weather, to be starved or tortured until insensibility brings relief by rendering further torture impossible."

However, we cannot deny that the Korean prison system, especially in the country, must be thoroughly reformed, and that as soon as possible. We hope to bring the subject to the notice of the authorities through our vernacular columns.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR JULY.

For the July competition and the Pool there was a strong attendance and some fair returns have been sent in. The holder of the cup for the month is again a long handicap man, whilst the "Pool" resulted in a tie between three players, who, must play off within ten days, or divide the stakes, and their rounds must be the first played on the links after the tie.

Following are the scores handed in—

CAPTAIN'S CUP.		
Mr. E. C. Lane	105	21
Mr. P. de C. Morris	93	8
Mr. M. Stewart	95	10
Mr. G. Stewart	89	3
Mr. C. M. G. Burrell	90	11
Mr. H. Pinckney	98	8
Mr. E. F. Mackay	106	11
Mr. G. Millward	101	11
Mr. G. W. F. Playfair	110	13
Mr. C. H. Grace	101	9
Mr. C. W. Spilgus	112	15
Mr. C. A. Tomes	106	8
Mr. A. J. McClure	114	13

26 entries.

POOL.		
Mr. R. G. Campbell	99	8
Mr. P. de C. Morris	93	8
Mr. M. Stewart	95	10
Mr. G. Stewart	89	3
Mr. C. M. G. Burrell	90	11
Mr. H. Pinckney	98	8
Mr. E. F. Mackay	106	11
Mr. G. Millward	101	11
Mr. G. W. F. Playfair	110	13
Mr. C. H. Grace	101	9
Mr. C. W. Spilgus	112	15
Mr. C. A. Tomes	106	8
Mr. A. J. McClure	114	13

24 entries.

THE COAL PRODUCTION OF THE WORLD.

The fourth annual statement of the production and consumption of coal, and the number of persons employed in coal production in the principal countries of the world, in each year from 1885 to 1896, has been issued from the office of the British Board of Trade as a Parliamentary paper. The country which has the largest production, however, in the latter country does not amount to half of what is at present produced in the United Kingdom, the respective figures for 1896 being—the United Kingdom, 19,361,000 tons and the German Empire 8,690,000 tons. Next in point of production after Germany comes France with 23,750,000, whilst the production in Belgium amounted in 1896 to 21,240,000 tons. In the year 1895 the average value of the coal produced, taken at the pit's mouth, in the United Kingdom was 6s. 0d., and in 1896 5s. 10d., whilst in Germany its value was 6s. 9d. in 1895 and 6s. 11d. in 1896. In France the average value in 1895 was 8s. 10d. and in 1896 8s. 8d. A comparison of the output in European countries with the United States shows that the quantity of coal produced in the latter country in recent years has very much increased. In the years 1885—1886 the average output of the United States was 103,000,000 tons, which had been increased in the years 1894—1895 to an average of 165,000,000 tons. The average output of the United Kingdom during the latter period was 19,361,000 tons. During the same period the cost of production in the United States decreased from an average of 6s. 3d. in 1885—1886 to 4s. 10d. in the years 1894—1895, or lower than the value at the pit's mouth in either the United Kingdom or Germany. Among British colonies New South Wales is the largest producer, the output being nearly four million tons; Canada comes next with about three and three-quarter million tons annually, followed by New Zealand with over three-quarters of a million tons. In Victoria, Queensland, Tasmania, and Cape Colony there is a small but increasing amount of coal produced; whilst in Natal the production has increased from 20,000 tons in 1895 to 210,000 tons in 1896. In British India the production has risen from 1,297,500 tons in 1895 to 3,248,000 tons in 1896, with the natural result that the imports of coal are decreasing and the exports increasing. The imports of Coal into India had decreased from 712,000 tons in 1895 to 494,000 tons in 1896. Exports, on the other hand, which amounted to only 799 tons in 1895, had increased in 1896 to 136,719 tons. There is a striking difference in the average value at the pit's mouth of coal produced in the British colonies with that in the mother country. Compared with an average value at the pit's mouth in the United Kingdom of 5s. 10d. in 1896, the average value in New Zealand, Tasmania, and Natal was 10s. 10d. per ton, and in Canada 8s. 9d. per ton. In New South Wales the average value, which from 1895 was over 9s. per ton, had in 1896 fallen to 5s. 9d. per ton, and in British India in the same year averaged 3s. 1d. per ton at the current rate of exchange. The excess amount of coal exported from the United Kingdom in 1896 was 44,187,000 tons; Germany, 6,122,000 tons; Belgium, 4,018,000 tons; United States, 2,337,000 tons; Japan (1895), 1,805,000 tons; New South Wales, 2,474,000 tons; and Natal, 90,000 tons. The quantity which import coal in excess of the amount of their exports are Russia, Sweden, France, Spain, Italy, and Austria-Hungary; and British possessions which do so are Canada, Victoria, Tasmania, New Zealand, Cape Colony, and India. Of these France heads the list with 9,030,000 tons, Austria-Hungary following with 4,800,000 tons; Italy, 4,062,000 tons; Canada, 2,361,000 tons; Russia, 2,337,000 tons; Sweden, 2,305,000 tons; and Spain, 1,805,000 tons. The consumption of coal per head of population is found to be the highest proportion in those countries where steam traction and machinery worked by steam are mostly in use, such as the United Kingdom, the United States, and Belgium; and the lowest in those countries where machinery is but little used, such as Russia and Austria. In France the consumption of coal per head of the population is only 9s. of a ton, as compared with 2s. 6d. in Belgium and 3s. 8d. in the United Kingdom; but this is accounted for in a great measure by the large quantity of fuel either then coal used by the French people. The British colonies, where the largest amount of coal is consumed are Canada, New Zealand, and New South Wales, where the consumption amounts respectively to 1.25 tons, 1.13 tons, and 1.11 tons per head. From the tables given showing the percentage proportion of coal consumed in various foreign countries, whether (1) of native production or (2) of British or (3) of other origin, it appears that 99 per cent. of the coal consumed in the United Kingdom is of domestic produce; in Germany the proportion is 92 per cent., in Belgium 89 per cent., and in the United States 90.3 per cent. Russia consumes (roughly) 80 per cent. of coal of native production, 16 per cent. of British coal, and 4 per cent. of coal the produce of other countries. In Sweden by far the larger proportion of the coal used—viz. 67 per cent.—is of British origin, 10 per cent. of native production, and the remainder the produce of other countries. In Germany the proportion of home coal consumed is 93.99 per cent., British coal

5.66 per cent., and other countries 2.03 per cent.; in France the proportions are 73.08, 11.59, and 15.33 per cent.; in Belgium, 78.66, 1.90, and 9.44 per cent.; Spain, 49.51, 48.31, and 2.35 per cent.; and in Italy (1895), 6.29, 90.34, and 3.37 per cent.

The report also includes a number of statistics of petroleum production and trade in Russia and in the United States for a series of years. The production in Russia, it is stated, had increased from 177 million gallons in 1881 to 1,350 million in 1897, while in the United States in the latter year the production amounted to 2,406 million gallons, in the United States 61 per cent. of the production remains for home consumption, and in Russia 83 per cent. is consumed at home.

NOTANDA.

CALENDAR.

JULY.

Metereological means based on ten years' observations to 1895.

Barometer	29.75
Thermometer	81.5
Humidity	83
Rainfall	15.98

TO-DAY.

Wednesday, 13th July, 1898.

High water—Morning	4hr. 57min.
Afternoon	4hr. 50min.
Low water—Morning	4hr. 57min.
Afternoon	4hr. 50min.

TO-MORROW.

Thursday, 14th July, 1898.

High water—Morning	4hr. 47min.
Afternoon	4hr. 40min.
Low water—Morning	4hr. 47min.
Afternoon	4hr. 40min.

ANNIVERSARIES.

1835—The first English ship reached China.
1875—The Imperial Torpedo College, Fochow, opened.
1878—Treaty of Berlin signed.
1893—French gunboats fired upon Siamese at Patnam.
1896—Disturbances at Amoy: H.M.S. *Radolph* landed a party to protect foreigners.
1897—Mr. Cecil Rhodes elected by the South African Committee.

TO-MORROW.

Thursday, 14th July, 1898.

High water—Morning	4hr. 47min.
Afternoon	4hr. 40min.
Low water—Morning	4hr. 47min.
Afternoon	4hr. 40min.

ANNIVERSARIES.

1834—Lord Napier and suite arrived in China.
1873—Shimonoseki forts bombarded by the British, French and American squadrons.
1896—Death of the Hon. A. Lister at Yokohama.
1896—Li Hung-chang received by President.
1896—Four and a half accepted ratification of the latter.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Ernest Simon*) 16th inst.
American (*Belge*) 18th inst.
Canadian (*Empress of China*) 3rd prox.

The Nippon Yusen Kaisha's steamer *Tosa* from Port of Kobe to-morrow the 14th inst. at noon.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver for Hongkong, via usual ports of call on Monday p.m. the 11th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.	
<i>Isidoro Pons</i>	at Kowloon Dock
<i>Retho</i>	" "
<i>Hygeia</i>	" "
<i>Loonoon</i>	" "
<i>Chang</i>	" "
<i>Hatsumi</i>	" "
<i>Nanchang</i>	at Cosmopolitan

PASSED THE CANAL.

OUTWARD—*Courte, Samoa, Sacotra, Yarvendale*. 27; *Marla Viala, Gisela*. 31; *Howick Hall*. June 31; *Ratho*. 7; *Glenish*. 10; *Isang, Promethus*. 13; *Erato, Ernest Simon, Remus*. 17; *Carmichael, Coningby, Drummagh*. 17; *Bornio, Arcadia, Patroclus*. 24; *Riviera, Andalusia, Elani, Trelora*. 28; *Gisela, Ophelia, Indragiri*. July 1; *Faeta Helle, Kinkang, Surtia*. 5.

HOMeward—*Mastia, Wally, Tracer*. June 3; *Montana, Luzzon, Moonlight*. 7; *Formosa*. 11; *Aulanor*. 21; *Praxinos*. 24; *Canton, Thelma*. 28; *Laos*. July 1; *Candia*. 5.

To be Let.

TO LET.

ROOM or OFFICE in Beaconsfield Arcade.

HOUSE No. 2, Beaconsfield Arcade facing Parade Ground.

OFFICES in 'Marine House,' lately Telegraph Co's premises.

HOUSE No. 3, Duddell Street.

A SMALL TWO-STORYED BUILDING at 'Gate of West Villa,' Pokoklum Road.

GROUND FLOOR of 'West Villa,' Pokoklum Road.

Apply to **BELLIOS & Co.**

Hongkong, 8th July, 1898. [856]

TO LET.

GODOWN in BLUE BUILDINGS.

FLOORS in STANTON and ELGIN STREETS.

No. 3, ELGIN STREET.

Apply to **THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.**

Hongkong, 30th June, 1898. [12]

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY, Furniture to be taken over.

For particulars apply to **J. E. THOMSEN & Co.**

Amoy. [811]

TO LET.

THREE ROOMS, on 2nd FLOOR No. 3, OFFICE, Rent Moderate.

Apply to **Mr. SUI SANG.**

On the premises. [847]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Italy, via S.S. *Savio*.
From Madras, via S.S. *Lothians* and *Laipora*.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 7th June, 1898. [1-w 5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"OROMANDEL."

FROM ROMBA, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, via S.S. *India*.
From Persian Gulf, via S.S. *Pachumka* and *Kilwa*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 7th July, 1898. [1-w 5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriter before Noon on the 16th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.**

Agents.

Hongkong, 11th July, 1898. [1-w 844]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL."

FROM PORTLAND, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from storage.

Care impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co., Agents.

Hongkong, 11th July, 1898. [1-w 4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from storage.

Care impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co., Agents.

Hongkong, 12th July, 1898. [1-w 4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, AND SINGAPORE.

THE Company's Steamship

"TOSA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
'RIJUN MARU'..... A. E. Moore	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA	TO-MORROW, 14th July, at 4 P.M.
KAGOSHIMA MARU..... J. W. Ekstrand	NAGASAKI, (DIRECT).....	FRIDAY, 15th July, at Daylight.
HAJATA MARU..... F. L. Sommer	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, Penang, Ceylon, and Port Said	TUESDAY, 19th July, at 4 P.M.
OMI MARU..... C. Young	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU..... J. Jones	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MAC-KAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 2nd August, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 13th July, 1898

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain G. Payne, will be despatched at above TO-MORROW, the 14th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th July, 1898. [819]

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"ARABIA,"
Captain Chr. Dempwolff, will be despatched for the above Ports TO-MORROW, the 14th instant, at 4 P.M.

For Freight, apply to
SIEMSEN & Co.,
General Managers.

Hongkong, 12th July 1898. [814]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINUN,"
Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 12th July, 1898. [859]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on FRIDAY, the 15th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th July, 1898. [831]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PATHAN,"
will be despatched as above on or about the 15th July.

S.S. "MACDOUFF".....about 31st July, 1898.
S.S. "SIKH".....13th Aug., 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th June, 1898. [293]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"
Captain A. Feller, will leave for the above places on SATURDAY, the 16th instant, A.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 9th July, 1898. [840]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOURABAYA AND SAMARANG.

THE Company's Steamship

"PAUSANG,"
Captain M. Goussu, will be despatched as above on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 11th July, 1898. [846]

FOR HAYRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, BREMEN, NORTH & SOUTH AMERICAN PORTS.)

THE Company's Steamship

"IRENE,"
Captain Schuder, will be despatched for the above Ports on MONDAY, the 18th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 9th July, 1898. [843]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CRAIGEAR,"
will be despatched as above on or about the 20th instant.

To be followed by
S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th July, 1898. [838]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK,"
Greig, Master, will leave here for the above port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th June, 1898. [744]

FOR NEW YORK.

THE 1 A 1 Norwegian Bark

"PRINCE ARTHUR,"
Captain Olsen, having arrived will leave here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 12th July, 1898. [838]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 | J. Truebridge ... | July 19.
Olympia 2,608 | T. H. Dobson ... | Aug. 6.
Arizona 5,395 | J. Pantan, R.M.S. | Aug. 27.
Tacoma 2,549 | A. Dixon ... | Sept. 17.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bratmar 3,501 | E. Porter ... | Aug. 13.
Mogut 3,654 | W. H. Wright ... | Sept. 10.
Columbia 2,005 | A. Gow ... | Oct. 1.
Bratmar 3,501 | E. Porter ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON 47.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 4th July, 1898. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern | Wednesday | 20th July.
Prins Hinderich | Wednesday | 17th Aug.
Darmstadt | Wednesday | 14th Sept.
Fremont | Wednesday | 12th Oct.
Sachsen | Wednesday | 9th Nov.
Bayern | Wednesday | 7th Dec.
Prins Hinderich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship

"BAYERN," Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on

MONDAY, the 18th July. Cargo and Specie

will be received on board until 5 P.M., on TUESDAY

the 19th July, and Parcels will be received at the

Agency's Office until Noon on TUESDAY, the

19th July. Contents of Packages are required.

No Parcel Receipts will be given for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MEYERS & Co.,

Agents.

Hongkong, 22nd June, 1898. [733]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading issued for BARATIA,

PERSIAN GULF, COCHIN and

AMERICAN PORTS.)

THE Steamship

"BALLAHAT,"

Captain W. J. Nantess, carrying Her Majesty's

Mails, will be despatched from this Port for HONG

KONG, on SATURDAY, the 24th instant, at

Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuable, all Cargo for France and

Tees for London (under arrangement) will be

transhipped at Colombo in a steamer proceeding

direct to Marseilles and London; other Cargo

for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note the

terms and conditions of the Company's Bills

of Lading.

For further Particulars, apply to

H. A. RITCHIE,

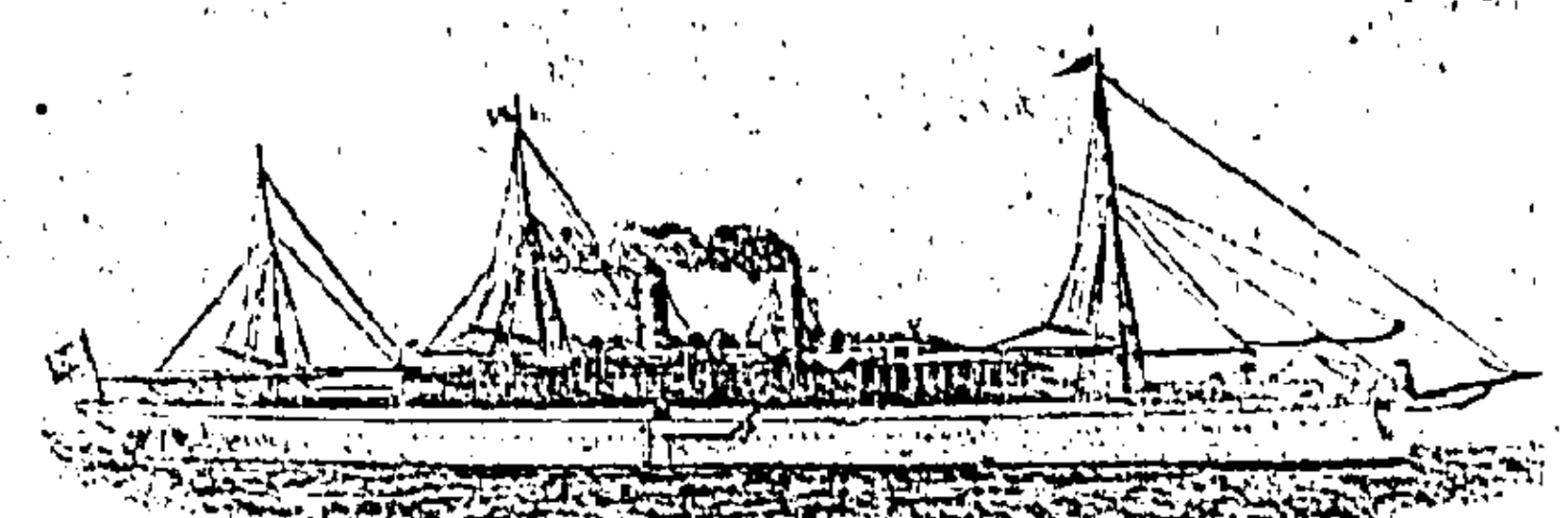
Superintendent.

Hongkong, 9th July, 1898. [5]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th July, 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and connects FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddis Street.

Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th Aug., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st Sept., at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on TUESDAY, the 26th July, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until 5 P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

No. 7, Praya Central.

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